

24556

**THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY**

1700 East Golf Road  
Schaumburg, Illinois 60173-5860

Writer's Direct Dial  
(708) 995-6810



**VIA OVERNIGHT DELIVERY**

November 10, 1994

Ms. Linda Beasley  
Enforcement Specialist  
U.S. EPA - Region V  
Emergency Support Section HSE-5J  
77 West Jackson Blvd.  
Chicago, IL 60604

Re: Conservation Chemical Company of Illinois, Inc. Site,  
Gary Indiana - General Notice of Potential Liability

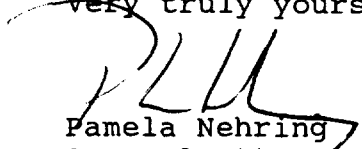
Dear Ms. Beasley:

This is in response to the General Notice of Potential Liability which Santa Fe Railway received on November 3, 1994, with respect to the above referenced site.

Santa Fe Railway had conducted an extensive investigation of this matter several years ago in response to inquiries from a group of potentially responsible parties otherwise known as the 6500 Industrial Highway Group. Santa Fe Railway concluded that it has no liability under the Comprehensive Environmental Response, Compensation, and Liability Act, in that it merely provided transportation services as a common carrier by rail within the meaning of Section 107(b)(3). I enclose for your review a copy of the response which Santa Fe Railway provided to the 6500 Industrial Highway Group.

Unless you have information to the contrary, Santa Fe Railway's position is unchanged. Please review the enclosure with its attendant documents and advise whether you have any questions or comments. Given the apparent urgency of the Agency's mission, we could be available to meet with you and clarify this misunderstanding. Please contact Robert Cowell of this office (708/995-6817) to arrange such a meeting. Thank you for your consideration.

Very truly yours,

  
Pamela Nehring  
General Attorney

Enclosure

(wenvir\wp\beasley.ltr

cc: Ms. Cynthia N. Kawakami (w/encl. via overnight express)  
Mr. M. P. Stehly  
Mr. D. C. Clark  
Mr. R. C. Cowell



## **The Atchison, Topeka and Santa Fe Railway Company**

80 East Jackson Boulevard  
Chicago, Illinois 60604

Writer's Direct: (312) 786-6804

September 14, 1988

Joseph E. Costanza, Esq.  
Burke, Murphy, Costanza & Cuppy  
First National Bank Building  
720 W. Chicago Avenue  
East Chicago, Indiana 46312

Re: Conservation Chemical Company of Illinois, et al.  
Environmental Protection Agency Region V  
Administrative Order under Section 106 of CERCLA

Dear Mr. Costanza:

This is in response to your letter dated August 15, 1988, requesting that The Atchison, Topeka and Santa Fe Railway Company ("Santa Fe") pay a share of the cleanup costs which the 6500 Industrial Highway Group has incurred at the Conservation Chemical Company of Illinois, Inc. ("CCCI") Superfund Site in Gary, Indiana. In response to your request, Santa Fe is enclosing documentation received from the United States Environmental Protection Agency ("EPA") which indicates that Santa Fe merely acted as a common carrier in shipments by CCCI during the period from July to December, 1974. The EPA documentation contains no evidence that Santa Fe was a generator of wastes disposed of at the CCCI site or a transporter which selected the site for disposal of hazardous wastes. Based on this information, Santa Fe requests the 6500 Industrial Highway Group to remove Santa Fe from further consideration as a Potentially Responsible Party ("PRP") for costs of cleanup at the CCCI site.

Santa Fe is one of the parties which received notification from the 6500 Industrial Highway Group in March, 1987 that it was considered a PRP for disposal of cyanide wastes at the CCCI site based upon EPA Records. We attended the March 25, 1987 meeting in Chicago and subsequently contributed \$250.00 to participate in the "Potentially Responsible Party Committee".

Pursuant to the Freedom of Information Act, Santa Fe requested that EPA provide it with any and all EPA Records which indicate that Santa Fe Railroad was a generator at the site, as asserted at the March, 1987 meeting. EPA's response

(the "EPA Records") consists of a Trip Report Log for September, 1974 and Bills of Lading between July and December, 1974. The EPA Records contain no invoices or accounting records indicating payment by Santa Fe to CCCI for disposal of any wastes, and no evidence that Santa Fe was a generator of wastes disposed of at the site or a transporter which selected the CCCI site for disposal of hazardous wastes.

The EPA Records were separated by EPA into "incoming transactions", "non-transactional", and "outgoing transactions". Based solely upon the Bills of Lading, EPA apparently attributed generator status to Santa Fe for "incoming transactions".

A chronological summary of the EPA Records is attached for reference. The Trip Report Log and the Bills of Lading establish that Santa Fe was a common carrier transporter of CCCI materials. The EPA Records indicate that between July and December, 1974, fourteen (empty) 40-foot vans were picked up from Santa Fe's Check Point for CCCI's use in piggyback service to Kansas City, and three vans containing cyanide wastes were delivered to Santa Fe for shipment. Bill of Lading 19439 on July 30, 1974 indicates consignment to Santa Fe of 80 cyanide drums for shipment; the comment "Mate to Follow 7-31-74" and "Do Not Ship Alone" refers to a special rate Santa Fe, as a common carrier, offered to shippers including CCCI for shipments of two trailers at one time. No Bill of Lading or Trip Log was provided with the EPA Records for a July 31, 1974 shipment. The Trip Log for September, 1974, shows two vans of 55-gallon drums "out" for shipment on Santa Fe. The EPA Records concern transportation between CCCI and Santa Fe's Chicago facility; none concern the actual movement of CCCI's shipments on Santa Fe to or from Kansas City, although this activity is reflected in the records as a whole.

On two occasions, Santa Fe apparently rejected and returned nonconforming shipments to CCCI prior to transportation in common carrier service, and EPA mischaracterized the rejections as "incoming transactions" to CCCI. The shipments which EPA denoted as "incoming transactions" were in September and December, 1974.

The CCCI trip report log for September, 1974, EPA record No. 6 0091, indicates that on September 24, 1974, 75 55-gallon drums of cyanide were sent "out" to Santa Fe Railroad for shipment by CCCI pursuant to Bill of Lading 19891. (There is no corresponding Bill of Lading for this transaction in the EPA Records provided to Santa Fe.) The notation adjacent to the commodity description of cyanide drums for this trip report is the term "out" and the trailer is shown as a van. This refers to an outbound load from the CCCI, Gary, Indiana location and means the Santa Fe was the common carrier for movement of a trailer of material for the shipper, CCCI.

The trip report log also indicates that on September 26, 1974, 78 55-gallon drums of cyanide were sent "out" to Santa Fe Railroad for shipment by CCCI pursuant to Bill of Lading 19903. (There also is no corresponding Bill of Lading for this transaction in the EPA Records provided to Santa Fe.)

On the same date, September 26, 1974, Bill of Lading 19909 and the corresponding CCCI September trip report log entry show three 55-gallon drums picked up by CCCI from Santa Fe at the Transfer Track at 3633 West 38th Street. The Transfer Track is operated by Santa Fe's station employees who handle problem loads tendered by shippers. The shipping description for Bill of Lading 19909 contains the following language in parentheses: "Drums which were removed from 40foot van brought in 9-24-74". It is evident from this information that Santa Fe rejected three drums of cyanide tendered with the September 24, 1974 shipment to Kansas City and transferred them to the Transfer Track for pickup and correction by the shipper. The Bills of Lading and trip report log indicate that CCCI picked up the three rejected drums when it tendered another shipment to Santa Fe on September 26, 1974.

Shippers must comply with the applicable Department of Transportation regulations on packaging under 49 CFR Parts 173, 178, and 179, before offering hazardous materials for transportation. Blocking and restraining methods for rail freight promulgated by the American Association of Railroads have been in effect since 1961. If a shipment tendered to Santa Fe did not meet these requirements, Santa Fe inspectors would reject the nonconforming shipments and hold them for the shipper for correction.<sup>1</sup>

Santa Fe's rejection of items tendered for shipment and holding them for pickup and correction by the shipper does not constitute "generation" of wastes by any definition. Santa Fe merely acted within its role as common carrier in rejecting the shipments and there is no evidence that Santa Fe had any role in generation, selection of a disposal site, or disposal of the materials, whether at the CCCI site or elsewhere.

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<sup>1</sup> Since the enactment of RCRA in 1976, generators, including owners or operators who initiate a shipment of a hazardous waste from a treatment, storage, or disposal facility, have been required to package hazardous wastes in accordance with the DOT regulations, pursuant to 40 C.F.R. §262.30. Additionally, Pamphlet 6-C of the Association of American Railroads sets forth the Approved Methods for Loading and Restraining Shipments of Hazardous Materials for Trailer/Container on Flat Car (TOFC-COFC) Movements, also known as piggyback movements.

It should be noted that each Bill of Lading in the EPA Records was prepared by CCCI. Each Bill of Lading indicates in the signature section that CCCI was the Shipper, and Bill of Lading 19909 is no different. Therefore, there is no evidence that Santa Fe had any role in selection of a disposal site for CCCI's shipment.

The "from" and "consigned to" sections in the Bill of Lading prepared by CCCI merely indicate where transportation originated and ended. To interpret consignment to CCCI from Santa Fe as evidence of disposal, would mean that every empty 40-foot van picked up for CCCI's use in piggyback service to Kansas City would have been intended for disposal. Similarly, to assume that, because CCCI prepared a bill of lading showing that materials "from" Santa Fe were "consigned to" CCCI, then Santa Fe was a generator of the materials which were to be disposed of at the facility, is an untenable leap in logic. There is no evidence of disposal of the materials in the EPA Records.

If Santa Fe had generated the materials, it would have been the shipper to CCCI's facility, and it would have records of payment for disposal. Santa Fe has researched its accounting records and has found no records of any payments to CCCI for disposal of any cyanide wastes. An invoice or receipt concerning such a payment should also be included in the EPA Records concerning the transaction. However, no such record was provided to Santa Fe in EPA's response to its Freedom of Information Act request.

As to the December, 1974 transaction, the documents indicate that the same type of event occurred as in September, 1974, described above. Unlike the September transaction, there is no information concerning the address where the pick up took place and no handwritten remarks to clarify what occurred. However, the Bill of Lading prepared by CCCI shows once again in the signature section that CCCI was the Shipper. Santa Fe has found no records of any payments to CCCI for disposal of any cyanide wastes, and no invoice or receipt concerning such a payment was included in the EPA Records concerning the transaction. The "from" and "consigned to" sections do not in and of themselves establish that any of the materials were disposed of at the CCCI site. Although there is no corresponding trip log for December, 1974 in the EPA Records, there also is no indication that this shipment was not a load presented by CCCI for shipment, rejected by Santa Fe, and subsequently picked up by CCCI for return to its facility for correction. There certainly is no evidence of disposal of the materials at CCCI in the EPA records. Alternatively, it is well-known that Conservation Chemical Company transferred shipments of hazardous wastes between its Kansas City and Illinois facilities, and this may a situation where wastes were transferred from Kansas City to CCCI.

The only conclusion which can result from these facts is that Santa Fe was merely acting as a common carrier in the December, 1974 transaction as in all the other transactions contained in the EPA Records concerning Santa Fe's involvement at the site. There is no evidence that Santa Fe generated the materials. The Bill of Lading establishes that CCCI was the Shipper which selected the CCCI site as the destination. There is no evidence that Santa Fe disposed of any materials at CCCI.

On the basis of the foregoing, Santa Fe believes it would not be held liable for the cleanup expenses associated with CCCI. CERCLA §9607 holds liable only owners and operators of disposal facilities; any persons who arrange for disposal or treatment, or with a transporter for transport for disposal or treatment, of hazardous substances owned or possessed by such person (generators); and transporters which selected the disposal or treatment facilities. Santa Fe's activities with regard to CCCI fall within none of these categories.<sup>2</sup>

Therefore, Santa Fe requests that the 6500 Industrial Highway Group remove Santa Fe from further consideration as a Potentially Responsible Party ("PRP") at the CCCI site.

Please contact me with any questions you may have concerning this matter.

Very truly yours,



Barbara J. Barr  
Assistant General Attorney

Enclosure

cc: Mr. J. R. Fitzgerald (Attn: M. P. Stehly)

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<sup>2</sup> CERCLA liability is specifically modified when common carrier service is involved. If Santa Fe never accepted the barrels of cyanide in the "incoming transactions" for transportation, the provisions of CERCLA §9601(20)(B) do not apply. CERCLA §9601(20)(C) exempts common carriers from the term "owner or operator" when a hazardous substance has been delivered by a common or contract carrier to a disposal or treatment facility, and states that the "common or contract carrier shall not be considered to have caused or contributed to any release at such disposal or treatment facility resulting from circumstances or conditions beyond its control". CERCLA 9607(b)(3) also recognizes an exception to liability for acts or omissions of third parties when contractual arrangements arise from a published tariff and acceptance for carriage by a common carrier by rail.

Summary of EPA Records  
Obtained Pursuant to Freedom of Information Act Request  
Concerning the Involvement of  
The Atchison, Topeka and Santa Fe Railway Company

At Conservation Chemical Company of Illinois

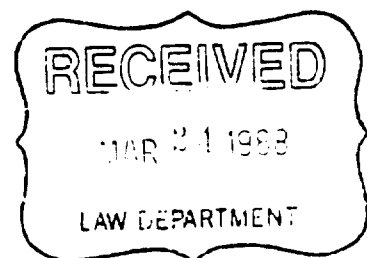
<u>Date</u>	<u>CCCI Bill of Lading</u>	<u>Santa Fe Address</u>	<u>Shipping Description</u>
July 6, 1974	19326	3403 W. 39th Street (Check Point)	Pick up 2 40-ft. vans for piggyback service to Kansas City.
July 29, 1974	19435	3403 W. 39th Street (Check Point)	1 40-ft. van to load for piggyback service.
July 29, 1974	19440	3403 W. 39th Street (Check Point)	1 40-ft van for piggyback service.
July 30, 1974	19439	3403 W. 39th Street	80 cyanide drums, mate to follow 7/31/74, "Do not ship alone".
July 30, 1974	19455	No Address Stated	1 empty 40-ft. van for piggyback service to Kansas City.
August 2, 1974	19456	3403 W. 39th Street	1 40-ft. van for piggyback service to Kansas City.
August 12, 1974	19530	3403 W. 39th Street (Check Point)	1 40-ft. van for piggyback service to Kansas City.
August 23, 1974	19644	No Address Stated	1 40-ft. van for piggyback service to Kansas City.
September 24, 1974	19891	Trip Report Log Only No corresponding Bill of Lading in EPA Records	75 55-gallon drums cyanide in van - out.
September 24, 1974	19888	No Address Stated	1 40-ft van for piggyback service to Kansas City.
September 26, 1974	19903	Trip Report Log Only No corresponding Bill of Lading in EPA Records	78 55-gallon drums cyanide in van - out.
September 26, 1974	19909	3633 W. 38th Street (Transfer Track)	3 55-gallon drums which were removed from 40-ft. van brought in on 9/24/74.



<u>Date</u>	<u>CCCI Bill of Lading</u>	<u>Santa Fe Address</u>	<u>Shipping Description</u>
October 2, 1974	19937	No Address Stated	1 40-ft. van for piggyback service to Kansas City.
November 8, 1974	20212	3403 W. 39th Street (Check Point)	1 40-ft. van for piggyback service to Kansas City.
November 8, 1974	20213	3403 W. 39th Street (Check Point)	1 40-ft van for piggyback service to Kansas City.
November 13, 1974	20234	No Address Stated .	1 40-ft. van for piggyback service to Kansas City.
November 16, 1974	20257	3403 W. 39th Street (Check Point)	1 40-ft. van for piggyback service to Kansas City.
November 22, 1974	20305	No Address Stated	1 40-ft. van for piggyback service to Kansas City.
December 3, 1974	20336	No Address Stated	27 30-gallon drums cyanide 55 55-gallon drums cyanide



# Incoming Transactions File



## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19909

CONSERVATION CHEMICAL COMPANY  
OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agree to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD

3633 W. 38TH STREET

TRANSFER TRACK LOCATED NEAR OVERHEAD CRANE

SEPTEMBER 26, 1974

CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

MARCUS

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CCL	CLASS OR RATE	CHECK COLUMN	(Signature of consignee.)
3	55 GALLON DRUMS CYANIDE SOLUTION  (DRUMS WHICH WERE REMOVED FROM 40FOOT VAN BROUGHT IN 9-24-74)  CORROSIVES				Received \$ to apply in payment of the charges on the property de- scribed herein.  Agent or Cashier  Per (The signature here acknowl- edges only the amount prepaid.) Charge advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$  
per

CCCI Shipper, Per K. MUSSER

SANTA FE Agent, Per

DEPART TERMINAL		GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
ARRIVE TERMINAL		MILES OUT						
TOTAL TIME		MILES IN						
ARRIVE PLANT	12 P.M.	DELAY AT TERMINAL						
START LOAD	12.30							
FINISH LOAD	12.45							
DEPART PLANT	12.45							
TOTAL TIME IN PLANT	HRS. MIN.							

DRIVER'S SIGNATURE

REMARKS:

Pickup 3-55gal drums from Sfe  
R.R. 9-26-74 JF

ORIGINAL

**STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable**

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

20336

**CONSERVATION CHEMICAL COMPANY**

SHIPPER'S NO.

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

NAME OF  
CARRIER CCCI

DECEMBER 3, 1974

CONSIGNEE TO  
CONSERVATION CHEMICAL COMPANY OF ILLINOIS

(Mail or street address of consignee - For purposes of notification only.)

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

260

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CCR	CLASS OR RATE	CHECK COLUMN
27	30 GALLON DRUMS CYANIDE			
55	55 GALLON DRUMS CYANIDE			

(Signature of consignee)

If charges are to be prepaid, write or stamp here. To be prepaid.

Received \$  
to apply in prepayment of the charges on the property described herein.

Agent or Cashier

Per (The signature here acknowledges only the amount prepaid.)

Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

Shipper, Per K. MUSSER		Agent, Per SANTA FE	
DEPART TERMINAL	930	GROSS WEIGHT	TARE WEIGHT
ARRIVE TERMINAL	300	NET WEIGHT	NOSE
TOTAL TIME	(5 1/2)	MILES OUT 167730	PUMP
ARRIVE PLANT	1045	MILES IN 167791 (59)	WEIGH
START LOAD	1200	DRIVER'S SIGNATURE Charles G. Killogg	DEBURRAGE CHG.
FINISH LOAD	130	REMARKS:	
DEPART PLANT	145		
TOTAL TIME IN PLANT	HRS. MIN.		

ORIGINAL

NON - TRANSACTIONAL

THIS SHIPPING ORDER must be legibly filled in, in Ink, Indefinite Pencil, or in Carbon, and retained by the Agent.  
RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19326

SHIPPER'S NO.



# CONSERVATION CHEMICAL COMPANY OF ILLINOIS

The property described below is apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD** **3403 W. 39th Street (Check Point)**  
**See Vic** (427-4900 Ext. 626) NAME OF CARRIER **CCCI**

CONSIGNEE TO **July 6, 1974** (Mail or street address of consignee for purposes of notification only.)

**CONSERVATION CHEMICAL COMPANY OF ILLINOIS** **6500 INDUSTRIAL HIGHWAY**  
DESTINATION **GARY,** STATE **INDIANA** COUNTY **LAKE**

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

P.O. NO.  
DELIVERING CARRIER **CCCI** CAR OR VEHICLE INITIALS & NO. **247**

NO. PACKAGES	DESCRIPTION	WEIGHT RAB TO CCR	CLASS OR RATE	CHECK COLUMN
	<b>PICK UP TWO (2) BOX VANS, 40 Ft., Max. Wt. 42,000#</b> <b>(FOR USE IN SANTA FE PIGGY-BACK SERVICE TO KANSAS CITY, MISSOURI)</b>			

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI		Shipper, Per K. BUSSE		SANTA FE Agent, Per				
DEPART TERMINAL	4:30	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	MOSE	PUMP	WEIGH	DEMURAGE GNS.
ARRIVE TERMINAL	9:00	MILES OUT 136.590	DRIVER'S SIGNATURE <i>David Snow</i> REMARKS:					
TOTAL TIME	7 1/2	MILES IN 136.77						
ARRIVE PLANT		DELAY AT TERMINAL						
START LOAD								
FINISH LOAD								
DEPART PLANT								
TOTAL TIME IN PLANT	HRS.	MIN.						

CUSTOMER COPY

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19435


**CONSERVATION CHEMICAL COMPANY**  
 OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and deemed as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every carrier to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

AT: CHICAGO, ILLINOIS FROM SANTA FE (CHECK POINT) 3403 W. 39TH STREET

JULY 29, 1974

NAME OF CARRIER CCCI

 CONSIGNED TO CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY  
 (Mail or street address of consignee—for purposes of notification only.)

DESTINATION GARY, STATE INDIANA COUNTY LAKE

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER CAR OR VEHICLE INITIALS &amp; NO.

CCCI

247

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CAR.	CLASS OR RATE	CHECK COLUMN
1	40 Ft. Box Vane to load for PiggyBack service Santa Fe			

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:  
 The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be prepaid."

Revised \$ \_\_\_\_\_  
 To apply in prepayment of the charges on the property described herein.

Agent or Cashier

Per \_\_\_\_\_  
 (The signature here acknowledges only the amount prepaid.)  
 Charges advanced \$ \_\_\_\_\_

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCCI

Shipper, Per K. MUSSER

SANTA FE

Agent, Per

DEPART TERMINAL	ARRIVE TERMINAL	TOTAL TIME	ARRIVE PLANT	START LOAD	FINISH LOAD	DEPART PLANT	TOTAL TIME IN PLANT	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
930	1245	6 1/4	1045			1130								
								MILES OUT 142484						
								MILES IN 142537						
								DELAY AT TERMINAL						

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL



Trailer Condition & Number		Date Out:	For Account Of:		Date In:	For Account Of:					
Chassis/Bogie Initial & Number		Taken By:	Tractor or License No.		Brought In By:	Tractor or License No.					
Station: 100		Seals:	Rail Interchange To:		Seals:	Rail Interchange From:					
			CARRIER NUMBER		104226						
Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date)											
TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:											
AT											
				(Carrier)							
				(Place)							
CUSTOMER REQUEST	<input type="checkbox"/> AM <input type="checkbox"/> PM			DELIVER EMPTY TRAILER	<input type="checkbox"/>	Shipper/Consignee & Address					
	<input type="checkbox"/> AM <input type="checkbox"/> PM			PICK UP DROPPED TRAILER	<input type="checkbox"/>	For Account Of					
	<input type="checkbox"/> AM <input type="checkbox"/> PM			DELIVER LOADED TRAILER	<input type="checkbox"/>						
TIME	DATE		← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE								
			TRAILER ARRIVED		Routing Or Instructions						
			TRAILER RELEASED TO CUSTOMS		Shipper						
			TRAILER AVAILABLE		Origin Point						
			Person Notified (Name)		B/L Number						
Name of Representative Making Notification				Routing		Commodity					
100				Destination							
PICK-UP AT RAMP				Waybill Date		Waybill Number	Weight				
TRAILER RETURNED				Freight Bill Date		Freight Bill Number	Pieces				
<input type="checkbox"/> Check If Trailer Dropped		Cargo Receipt-Signature									
ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" = CUT, "H" = HOLE											
LOAD OUTBOUND INSPECTION				LOAD INBOUND INSPECTION							
EXPLAIN DEFECTS:				EXPLAIN DEFECTS:							
If no exception use check mark				If no exception use check mark							
FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR	FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR		
AMOUNT		AMOUNT		AMOUNT		AMOUNT		AMOUNT			
ITEM	Visible	Not Visible	Visible	Not Visible	ITEM	Visible	Not Visible	Visible	Not Visible		
TARP			CHAINS		TARP			CHAINS			
BOWS			BINDERS		BOWS			BINDERS			
POSITION	CONDITION		POSITION	CONDITION		POSITION	CONDITION		POSITION	CONDITION	
T I R E S	-ROF		LOF		T I R E S	-ROF		LOF			
	-RIF		LIF			-RIF		LIF			
	-ROR		LOR			-ROR		LOR			
	-RIR		LIR			-RIR		LIR			
THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.											
SANTA FE BY					USER RETURNING TRAILER BY						
USER RECEIVING TRAILER BY					DULY AUTHORIZED AGENT OR USER BY						
DULY AUTHORIZED AGENT OF USER BY					SANTA FE BY						

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19440



# CONSERVATION CHEMICAL COMPANY

## OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agree to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each corner of all or any of said property over all or any portion of said route to destination, and as to each party at any time occurring in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his agents. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET

JULY 29, 1974

NAME OF  
CARRIER

CCCI

CONSIGNEE TO

(Mail or street address of consignee-For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GRY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

247

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CAR.	CLASS OR RATE	CHECK COLUMN
1	40 FT. BOX VANS FOR PIGGY BACK SERVICE  XTR2 #274533			

(Signature of consignee.)

If charges are to be prepaid, write "Prepaid" here. To be prepaid.

Received by  
to apply in preparation of the  
charges on the property de-  
scribed herein.

Agent or Cashier

Per  
(The signature here acknowl-  
edges only the amount prepaid.)Charges  
advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

CCCI Shipper, Per K. MUSSEN

SANTA FE Agent, Per

DEPART TERMINAL	12:15	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG
ARRIVE TERMINAL	3:50	MILES OUT	142	367				
TOTAL TIME		MILES IN						
ARRIVE PLANT		DELAY AT TERMINAL						
START LOAD								
FINISH LOAD								
DEPART PLANT								
TOTAL TIME IN PLANT	HRS. MIN.							

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

Trailer/Container Initial & Number		Date Out:	For Account Of:		Date In:	For Account Of:			
Chassis/Bogie Initial & Number		Taken By:	Tractor or License No.		Brought In By:	Tractor or License No.			
Station		Seals:	Rail Interchange To:		Seals:	Rail Interchange From:			
Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date)									
TRAILER NOT TO BE INTERCHANGED TO CARRIER AT									
(Carrier)				(Place)					
CUSTOMER REQUEST		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER EMPTY TRAILER		Shipper/Consignee & Address			
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> PICK UP DROPPED TRAILER					
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER LOADED TRAILER					
TIME		DATE		← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE					
		TRAILER ARRIVED		Routing Or Instructions					
		TRAILER RELEASED TO CUSTOMS		Shipper					
		TRAILER AVAILABLE		Origin Point					
		Person Notified (Name)		B/L Number					
Name of Representative Making Notification				Routing					
				Commodity					
		PICK-UP AT RAMP		Destination					
		TRAILER RETURNED		Waybill Date		Waybill Number			
				Weight					
<input type="checkbox"/> Check If Trailer Dropped		Cargo Receipt-Signature		Freight Bill Date		Freight Bill Number			
				Pieces					
ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE									
LOAD OUTBOUND INSPECTION				LOAD INBOUND INSPECTION					
EXPLAIN DEFECTS:				EXPLAIN DEFECTS:					
If no exception use check mark				If no exception use check mark					
FLAPS		MARKER LTS.		TAIL STOP		AIR LEAKS		LDG. GEAR	
ITEM		AMOUNT		ITEM		AMOUNT		ITEM	
		Visible Not Visible				Visible Not Visible			
TARP				TARP				TARP	
BOWS				BOWS				BOWS	
POSITION		CONOTION		POSITION		CONOTION		POSITION	
T - ROF				T - ROF				T - ROF	
R - RIF				R - RIF				R - RIF	
L - LOR				L - LOR				L - LOR	
S - RIR				S - RIR				S - RIR	
THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.									
SANTA FE BY					USER RETURNING TRAILER BY				
USER RECEIVING TRAILER BY					DULY AUTHORIZED AGENT OR USER BY				
DULY AUTHORIZED AGENT OF USER BY					SANTA FE BY				

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.



# CONSERVATION CHEMICAL COMPANY OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his consignee. (Mail or street address of consignee - for purposes of notification only.)

BILL OF LADING NO.

19455

SHIPPER'S NO.

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

JULY 30, 19 74

NAME OF  
CARRIER

CCCI

CONSIGNEE TO

(Mail or street address of consignee—for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6504 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

247 - 200416

NO. PACKAGES	DESCRIPTION	WEIGHT SWS TO COB	CLASS OR RATE	CHECK COLUMN
1	EMPTY 40 FT VANS FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI  ATSF Lm			

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse to the carrier, the carrier shall sign the following statement:  
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignee.)

If charges are to be prepaid, write or stamp here, "To be prepaid."

Received \$ \_\_\_\_\_  
to apply in prepayment of the charges on the property described herein.

Agent or Cashier

For \_\_\_\_\_  
(The signature here acknowledges only the amount prepaid.)  
Charges advanced \$ \_\_\_\_\_

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCCCI		Shipper, Per		K. MUSSER		SANTA FE		Agent, Per	
DEPART TERMINAL		GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.	
ARRIVE TERMINAL		MILES OUT		27220					
TOTAL TIME		MILES IN			DRIVER'S SIGNATURE <i>Charles E. Hill</i> REMARKS:				
ARRIVE PLANT		DELAY AT TERMINAL							
START LOAD									
FINISH LOAD									
DEPART PLANT									
TOTAL TIME IN PLANT	HRS.	MIN.							

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

THE ATCHAFALAYA, TOPEKA AND SANTA FE RAILWAY COMPANY  
Trailer Receipt; Inspection Record; and Contract Terms and Conditions.

Trailer/Container Initial & Number <i>111111</i>		Date Out: <i>1-21</i>	For Account Of: <i>111111</i>		Date In:	For Account Of:	
Chassis/Bogie Initial & Number		Taken By: <i>111111</i>	Tractor or License No. <i>347</i>		Brought In By:		Tractor or License No.
Station <i>1111</i>		Seals:	Rail Interchange To:		Seals:		Rail Interchange From:

Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnite (Date)

**TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:**

AT

		(Carrier)			(Place)
CUSTOMER REQUEST	<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER EMPTY TRAILER	<input type="checkbox"/>	Shipper/Consignee & Address
	<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> PICK UP DROPPED TRAILER	<input type="checkbox"/>	
	<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER LOADED TRAILER	<input type="checkbox"/>	
TIME	DATE	← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE			For Account Of <i>111111</i>
		TRAILER ARRIVED			Routing Or Instructions
		TRAILER RELEASED TO CUSTOMS			Shipper
		TRAILER AVAILABLE			Origin Point
Name of Representative Making Notification		Person Notified (Name)			B/L Number
		PICK-UP AT RAMP			Routing
		TRAILER RETURNED			Destination
<input type="checkbox"/> Check If Trailer Dropped		Cargo Receipt-Signature			Waybill Date
					Waybill Number
					Weight
					Freight Bill Date
					Freight Bill Number
					Pieces

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

LOAD <u>          </u> OUTBOUND INSPECTION <u>          </u> EMPTY <u>          </u>			LOAD <u>          </u> INBOUND INSPECTION <u>          </u> EMPTY <u>          </u>		

EXPLAIN DEFECTS: *111111*

EXPLAIN DEFECTS:

If no exception use check mark									
FLAPS		MARKER LTS.		TAIL STOP		AIR LEAKS		LDG. GEAR	
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

ITEM	AMOUNT			AMOUNT	
	Visible	Not Visible		Visible	Not Visible
TARP			CHAINS		
BOWS			BINDERS		
POSITION	CONDITION		POSITION	CONDITION	
T I R E S	-ROF		LOF		
	-RIF		LIF		
	-ROR		LOR		
	-RIR		LIR		

If no exception use check mark									
FLAPS		MARKER LTS.		TAIL STOP		AIR LEAKS		LDG. GEAR	
<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	

ITEM	AMOUNT			AMOUNT	
	Visible	Not Visible		Visible	Not Visible
TARP			CHAINS		
BOWS			BINDERS		
POSITION	CONDITION		POSITION	CONDITION	
T I R E S	-ROF		LOF		
	-RIF		LIF		
	-ROR		LOR		
	-RIR		LIR		

THE CONSIGNEE OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHAFALAYA, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

SANTA FE BY <i>111111</i>	USER RETURNING TRAILER BY
USER RECEIVING TRAILER BY <i>111111</i>	DULY AUTHORIZED AGENT OR USER BY
DULY AUTHORIZED AGENT OR USER BY <i>111111</i>	SANTA FE BY

Trailer/Container Initial & Number <b>111-000416</b>	Date Due <b>7-31</b>	For Account Of <b>Conservation</b>	Date Due <b>7-31</b>	For Account Of <b>Conservation</b>
Chassis/Bogie Initial & Number	Taken By <b>Conservation</b>	Tractor or License No. <b>047</b>	Brought In By <b>Conservation</b>	Tractor or License No.
Station <b>CIV</b>	Seals	Rail Interchange To:	Seals <b>115-9034-R</b>	Rail Interchange From:

Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnight (Date)

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:

AT

CUSTOMER REQUEST		<input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM		DELIVER EMPTY TRAILER PICK UP DROPPED TRAILER DELIVER LOADED TRAILER	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Shipper/Consignee & Address  For Account Of <b>Conservation</b> Routing Or Instructions  Shipper  Origin Point  Routing  Destination  Waybill Date  Freight Bill Date	(Place)          B/L Number  Commodity  Weight  Pieces
TIME	DATE	TRAILER ARRIVED TRAILER RELEASED TO CUSTOMS TRAILER AVAILABLE Person Notified (Name)					
Name of Representative Making Notification		PICK-UP AT RAMP TRAILER RETURNED Cargo Receipt Signature					
<input type="checkbox"/> Check If Trailer Dropped							

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

LOAD OUTBOUND INSPECTION			LOAD INBOUND INSPECTION		
EMPTY			EMPTY		

EXPLAIN DEFECTS: TP-TAIL

EXPLAIN DEFECTS:

If no exception use check mark

FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
ITEM	AMOUNT	AMOUNT	AMOUNT	AMOUNT
	Visible	Not Visible	Visible	Not Visible
TARP			CHAINS	
BOWS			BINDERS	
POSITION	CONDITION	POSITION	CONDITION	POSITION
T	-ROF		LOF	
R	-RIF		LIF	
E	-ROR		LOR	
S	-RIR		LIR	

If no exception use check mark

FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
ITEM	AMOUNT	AMOUNT	AMOUNT	AMOUNT
	Visible	Not Visible	Visible	Not Visible
TARP			CHAINS	
BOWS			BINDERS	
POSITION	CONDITION	POSITION	CONDITION	POSITION
T	-ROF		LOF	
R	-RIF		LIF	
E	-ROR		LOR	
S	-RIR		LIR	

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

SANTA FE BY	USER RECEIVING TRAILER BY	USER RETURNING TRAILER BY	DULY AUTHORIZED AGENT OR USER BY
DULY AUTHORIZED AGENT OR USER BY		SANTA FE BY	

COPY 4. DRIVER

STAUFFER CHEMICAL COMPANY  
HAMMOND, INDIANA

BILL NUMBER \_\_\_\_\_ DATE 7-31-74

TRUCK NUMBER 247

CUSTOMER'S NAME Conservation Chemical Co

COMMODITY \_\_\_\_\_

2 7 2 2 0 lbs. Gross  
lbs. Tare  
lbs. Net

Remarks:  
Tabular 202416

Charles E. Kilgus Jr

0554-034-01-A (7/71)

WEIGHER Ch

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.



# CONSERVATION CHEMICAL COMPANY OF ILLINOIS

BILL OF LADING NO.

19456

SHIPPER'S NO.

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD

3403W. 39TH STREET

August 2, 1974

NAME OF  
CARRIER

CCTI

CONSIGNED TO

(Mail or street address of consignee—For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

GARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

247

CCTI

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CAR	CLASS OR RATE	CHECK COLUMN	(Signature of assigner.)
1	40 FOOT VAN FOR PIGGY BACK SERVICE TO KANSAS CITY, MISSOURI CYINADR				

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCTI	Shipper, Per	K. MISSER	SANTA FE	Agent, Per
DEPART TERMINAL	800am	GROSS WEIGHT 71,000	TARE WEIGHT	NET WEIGHT
ARRIVE TERMINAL	12:5am	MILES OUT 144179		HOSE
TOTAL TIME		MILES IN 44244		PUMP
ARRIVE PLANT	10:58pm	DELAY AT TERMINAL		WEIGH
START LOAD				DENURANCE CHG.
FINISH LOAD				
DEPART PLANT	11:00pm			
TOTAL TIME IN PLANT	HRS. MIN.			

ORIGINAL



WEIGHED ON FAIRBANKS MORSE PRINTOMATIC

Number 200433 Date 8-2-74  
Customer's Name Conservation  
Address \_\_\_\_\_  
Commodity W.F.

7 1 0 0 0

lbs. Gross

lbs. Tare

lbs. Net @ \_\_\_\_\_ Per lb. Price \_\_\_\_\_

Shipper \_\_\_\_\_

Weigher H.M.O.

Remarks

Fairbanks Morse Cat. 083715 (SJ2114)

Printed in U.S.A.

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19644



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail - street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILWAY

AUGUST 23, 1974

NAME OF

CARRIER CCCI

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)  
CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION GARY, STATE INDIANA COUNTY LAKE

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCCI

260 VAN

NO. PACKAGES	DESCRIPTION	WEIGHT SUS. TO COS.	CLASS OR RATE	CHECK COLUMN	(Signature of consignee.)
1	40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI	8 FTZ 200414			Received by _____ to apply in payment of the charges on the property described herein. Agent or Cashier Per _____ (The signature here authorized only the amount proposed.) Charges indicated \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCCCI Shipper, Per K. MISSEK		SANTA FE Agent, Per					
DEPART TERMINAL	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
ARRIVE TERMINAL		22280					
TOTAL TIME		MILES OUT					
ARRIVE PLANT	100	MILES IN					
START LOAD		DELAY AT TERMINAL					
FINISH LOAD							
DEPART PLANT	130						
TOTAL TIME IN PLANT	HRS. MIN.						

ORIGINAL

**THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY**  
**Trailer Receipt; Inspection Record; and Contract Terms and Conditions.**

FORM 1012-C-STD.

217069

Trailer/Container Initial & Number		Date Out:		For Account Of:		Date In:		For Account Of:																																			
Chassis/Bogie Initial & Number		Taken By:		Tractor or License No.		Brought In By:		Tractor or License No.																																			
Station		Seals:		Rail Interchange To:		Seals:		Rail Interchange From:																																			
Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date)																																											
<b>TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:</b>																																											
<b>AT</b>																																											
(Carrier)					(Place)																																						
CUSTOMER REQUEST		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER EMPTY TRAILER		Shipper/Consignee & Address																																					
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> PICK UP DROPPED TRAILER																																							
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER LOADED TRAILER																																							
TIME		DATE		ALL DATES & TIMES MUST BE FOLLOWS IN THIS APPLICABLE		For Account Of																																					
				TRAILER ARRIVED		Routing Or Instructions																																					
				TRAILER RELEASED TO CUSTOMS		Shipper																																					
				TRAILER AVAILABLE		Origin Point																																					
				Person Notified (Name)		B/L Number																																					
Name of Representative Making Notification						Routing																																					
						Commodity																																					
				PICK-UP AT RAMP		Destination																																					
				TRAILER RETURNED		Waybill Date		Waybill Number																																			
				Cargo Receipt-Signature		Weight																																					
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EXPLAIN DEFECTS:					EXPLAIN DEFECTS:																																						
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FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR	FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR																																		
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<p>THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.</p>																																											
SANTA FE BY						USER RETURNING TRAILER BY																																					
USER RECEIVING TRAILER BY						DULY AUTHORIZED AGENT OR USER BY																																					
DULY AUTHORIZED AGENT OF USER BY						SANTA FE BY																																					

WEIGHED ON FAIRBANKS MORSE PRINTOMATIC

Number 200414

Date 8-23-74

Customer's Name Conservation Chemical

Address Lumpkin

Commodity soy

Remarks

260-200414 BL19644

lbs. Gross

2 7 2 8 0

lbs. Tare

lbs. Net @ Per lb. Price

Shipper Charles E. Kellogg

Weigher PIE

Fairbanks Morse Cat. 063715 (3J2114)

Printed in U.S.A.

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19456



# CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

CARRIER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery or said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

AT: CHICAGO, ILLINOIS

FROM SANTA FE RAILROAD

3403W. 39TH STREET

NAME OF  
CARRIER

CCCI

JULY 31,

1974

CONSIGNEE TO

(Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION

STATE

COUNTY

CARY,

INDIANA

LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

CCCI

124

NO. PACKAGES	DESCRIPTION	WEIGHT LBS TO COS	CLASS OR RATE	CHECK COLUMN	Signature of consignee
1	40 FOOT VAN FOR PIGGY BACK SERVICE TO KANSAS CITY, MISSOURI <i>Exhibit</i>				

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

Shipper, Per		K. MISSEY		SANTA FE		Agent, Per	
DEPART TERMINAL	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEBURRAGE GNS.
ARRIVE TERMINAL	MILES OUT						
TOTAL TIME	MILES IN						
ARRIVE PLANT	DELAY AT TERMINAL						
START LOAD							
FINISH LOAD							
DEPART PLANT							
TOTAL TIME IN PLANT	HRS. 3/4 MIN.						

DRIVER'S SIGNATURE

REMARKS:

OFFICE COPY

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19888


**CONSERVATION CHEMICAL COMPANY**  
 OF ILLINOIS

SHIPPER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

SEPTEMBER 24, 1974

NAME OF  
CARRIER CCCI

CONSIGNEE TO (Mail or street address of consignee-For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION GARY, INDIANA STATE COUNTY

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereof.)

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

247

NO. PACKAGES	DESCRIPTION	WEIGHT SUB. TO CCL	CLASS OR RATE	CHECK COLUMN	(Signature of consignee.)
1	40 FOOT BOX VAN FOR PIGGYBACK SERVICE <del>SEWICKLE</del> KANSAS CITY, MO.  # 275291				Received \$ to apply in prepayment of the charges on the property described herein.  Agent or Cashier  Per (The signature here authenticates only the amount prepaid.) Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

CCCI

Shipper, Per K. MUSSER

SANTA FE Agent, Per

DEPART TERMINAL	9:00	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
ARRIVE TERMINAL	1:05	MILES OUT 15-2922						
TOTAL TIME		MILES IN 15-3032						
ARRIVE PLANT	10:15	DELAY AT TERMINAL						
START LOAD								
FINISH LOAD								
DEPART PLANT	11:15							
TOTAL TIME IN PLANT	HRS. MIN.							

ORIGINAL

Trailer/Container Initial & Number <i>1-1-1-1-1-1</i>		Date Out: <i>1-1-1-1-1-1</i>		For Account Of:		Date In:		For Account Of:					
Chassis/Bogie Initial & Number		Taken By: <i>1-1-1-1-1-1</i>		Tractor or License No. <i>1-1-1-1-1-1</i>		Brought In By:		Tractor or License No.					
Station <i>1-1-1-1-1-1</i>		Seals:		Rail Interchange To:		Seals:		Rail Interchange From:					
Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date) <i>1-1-1-1-1-1</i>													
TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:													
AT													
(Carrier)					(Place)								
CUSTOMER REQUEST		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER EMPTY TRAILER		Shipper/Consignee & Address							
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> PICK UP DROPPED TRAILER									
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER LOADED TRAILER									
TIME		DATE		← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE →		For Account Of <i>1-1-1-1-1-1</i>							
		TRAILER ARRIVED				Routing Or Instructions							
		TRAILER RELEASED TO CUSTOMS											
		TRAILER AVAILABLE											
		Person Notified (Name)				Shipper							
Name of Representative Making Notification										Origin Point			
										B/L Number			
						Routing							
						Commodity							
						Destination							
		PICK-UP AT RAMP				Waybill Date							
						Waybill Number							
						Weight							
		TRAILER RETURNED				Freight Bill Date							
						Freight Bill Number							
						Pieces							
<input type="checkbox"/> Check If Trailer Dropped		Cargo Receipt-Signature											
ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" = CUT, "H" = HOLE													
LOAD OUTBOUND INSPECTION					LOAD INBOUND INSPECTION								
EMPTY					EMPTY								
EXPLAIN DEFECTS:					EXPLAIN DEFECTS:								
If no exception use check mark.					If no exception use check mark.								
FLAPS		MARKER LTS.		TAIL STOP		AIR LEAKS		LDG. GEAR					
ITEM		AMOUNT		AMOUNT		ITEM		AMOUNT					
		Visible Not Visible		Visible Not Visible				Visible Not Visible					
TARP				CHAINS		TARP		CHAINS					
BOWS				BINDERS		BOWS		BINDERS					
POSITION		CONDITION		POSITION		POSITION		CONDITION					
T I R E S		-ROF		LOF		T I R E S		-ROF					
		-RIF		LIF				-RIF					
		-ROR		LOR				-ROR					
		-RIR		LIR				-RIR					
THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.													
SANTA FE BY					USER RETURNING TRAILER BY								
USER RECEIVING TRAILER BY					DULY AUTHORIZED AGENT OR USER BY								
DULY AUTHORIZED AGENT OF USER BY					SANTA FE BY								

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19937



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery of said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time involved in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

OCTOBER 2, 1974

NAME OF  
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee-For purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL HIGHWAY

DESTINATION  
GARY,STATE  
INDIANACOUNTY  
LAKE

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

260

NO. PACKAGES	DESCRIPTION	WEIGHT LBS TO COS	CLASS OR RATE	CHECK COLUMN	(Signature of consignee)
1	40FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI	279558			
					Received by _____ to apply in payment of the charges on the property de- scribed herein.
					Agent or Cashier
					(The signature here authorized only the amount proposed.)
					Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCCCI		Shipper, Per		K. MUSSER		SANTA		Agent, Per	
DEPART TERMINAL		GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEBURRAGE GNL.	
ARRIVE TERMINAL		MILES OUT	DRIVER'S SIGNATURE <i>Charles E. Kelly</i> REMARKS:						
TOTAL TIME		MILES IN							
ARRIVE PLANT	600	DELAY AT TERMINAL							
START LOAD									
FINISH LOAD									
DEPART PLANT	645								
TOTAL TIME IN PLANT	HRS. MIN.								

ORIGINAL

DRIVER'S SIGNATURE

REMARKS:

*Charles E. Kellogg Jr.*



Carrier Initial & Number		Date Out:		For Account Of:		Date In:		For Account Of:																																																																																																									
Chas. J. Bogle Initial & Number		Taken By:		Tractor or License No.		Brought In By:		Tractor or License No.																																																																																																									
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T - RIR			L - LIR																																																																																																														
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T - RIR			L - LIR																																																																																																														
THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.																																																																																																																	
SANTA FE BY					USER RETURNING TRAILER BY																																																																																																												
USER RECEIVING TRAILER BY					DULY AUTHORIZED AGENT OR USER BY																																																																																																												
DULY AUTHORIZED AGENT OF USER BY					SANTA FE BY																																																																																																												

COPY 6, DRIVER

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20212


**CONSERVATION CHEMICAL COMPANY**  
**OF ILLINOIS**

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

**AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHECK POINT) 3403 W. 39th Street**
**NOVEMBER 8, 19 74**
**NAME OF CARRIER CCCI**
**CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)**
**CONSERVATION CHEMICAL COMPANY OF ILLINOIS**
**DESTINATION**
**STATE**
**COUNTY**
**GARY,**
**INDIANA**
**ROUTE**
**(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)**
**P.O. NO.**
**DELIVERING CARRIER**
**CAR OR VEHICLE INITIALS & NO.**
**CCCI**
**247**

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CCR	CLASS OR RATE	CHECK COLUMN
1	40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO.			
271404				

(Signature of consignee.)

If charges are to be prepaid, write or stamp here, "To be prepaid."

 Received \$ \_\_\_\_\_  
 to apply in prepayment of the charges on the property described herein.

Agent or Cashier

 Per \_\_\_\_\_  
 (The signature here acknowledges only the amount prepaid.)

Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_.

CCCI

Shipper, Per K. MUSSER

SANTA FE Agent, Per

DEPART TERMINAL	ARRIVE TERMINAL	TOTAL TIME	ARRIVE PLANT	START LOAD	FINISH LOAD	DEPART PLANT	TOTAL TIME IN PLANT	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
4:34	7:45	3 1/2												

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

Trailer/Container Initial & Number		Date Out:		Amount Of:		Date In:		For Account Of:	
Chassis/Bogie Initial & Number		Taken By:		Tractor or License No.		Brought In By:		Tractor or License No.	
Station		Seals:		Rail Interchange To:		Seals:		Rail Interchange From:	
Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date)									
TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:									
AT									
(Carrier)					(Place)				
CUSTOMER REQUEST		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER EMPTY TRAILER		Shipper/Consignee & Address			
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> PICK UP DROPPED TRAILER					
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER LOADED TRAILER					
TIME		DATE		← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE		For Account Of			
		11 17		TRAILER ARRIVED		Routing Or Instructions			
				TRAILER RELEASED TO CUSTOMS		Shipper			
				TRAILER AVAILABLE		Origin Point			
				Person Notified (Name)		B/L Number			
Name of Representative Making Notification						Routing			
						Commodity			
				PICK-UP AT RAMP		Destination			
				TRAILER RETURNED		Waybill Date		Waybill Number	
				Cargo Receipt-Signature		Weight			
<input type="checkbox"/> Check If Trailer Dropped						Freight Bill Date		Freight Bill Number	
						Pieces			
ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE									
LOAD OUTBOUND INSPECTION					LOAD INBOUND INSPECTION				
EMPTY					EMPTY				
EXPLAIN DEFECTS:					EXPLAIN DEFECTS:				
If no exception use check mark					If no exception use check mark				
FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR	FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR
AMOUNT		AMOUNT			AMOUNT		AMOUNT		
ITEM	Visible	Not Visible	Visible	Not Visible	ITEM	Visible	Not Visible	Visible	Not Visible
TARP			CHAINS		TARP			CHAINS	
BOWS			BINDERS		BOWS			BINDERS	
POSITION	CONDITION		POSITION	CONDITION	POSITION	CONDITION		POSITION	CONDITION
T	-ROF		LOF		T	-ROF		LOF	
I	-RIF		LIF		I	-RIF		LIF	
R	-ROR		LOR		R	-ROR		LOR	
E	-RIR		LIR		E	-RIR		LIR	
THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.									
SANTA FE BY					USER RETURNING TRAILER BY				
USER RECEIVING TRAILER BY					DULY AUTHORIZED AGENT OR USER BY				
DULY AUTHORIZED AGENT OF USER BY					SANTA FE BY				

COPY 6, DRIVER

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20213



# CONSERVATION CHEMICAL COMPANY OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **CHICAGO, ILLINOIS** FROM **SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET**

NAME OF  
CARRIER **CCCC**

**NOVEMBER 8, 1974**

CONSIGNEE TO (Mail or street address of consignee for purposes of notification only.)

**CONSERVATION CHEMICAL COMPANY OF ILLINOIS**

DESTINATION

STATE

COUNTY

ROUTE

**INDIANA**

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER

CAR OR VEHICLE INITIALS & NO.

**CCCC**

**479**

NO. PACKAGES	DESCRIPTION	WEIGHT, LBS. TO CDR.	TARE OR RATE	TARE COLUMN
1	40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO.			

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCC Shipper, Per <b>K. BESSER</b>				SANTA FE Agent, Per			
DEPART TERMINAL		GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH
ARRIVE TERMINAL		MILES OUT					
TOTAL TIME		MILES IN					
ARRIVE PLANT		DELAY AT TERMINAL		DRIVER'S SIGNATURE REMARKS:			
START LOAD							
FINISH LOAD							
DEPART PLANT							
TOTAL TIME IN PLANT	HRS.	MIN.					

FILE COPY

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

20234

CONSERVATION CHEMICAL COMPANY  
OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - for purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS

FROM

SANTA FE RAILROAD

NOVEMBER 13, 19 74

NAME OF  
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee-for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

260

204324

(Signature of consignee.)

NO. PACKAGES	DESCRIPTION	WEIGHT LBS. TO COB.	CLASS OR RATE	CHECK COLUMN	Remarks
1	40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO.				Received \$ to apply in prepayment of the charges on the property de- scribed herein. Agent or Cashier Per (The signature here acknowledged only the amount prepaid.) Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCCI

Shipper, Per K. RUSSER

SANTA FE Agent, Per

*Hob Rxf*

DEPART TERMINAL		GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE GNE.
ARRIVE TERMINAL		MILES OUT						
TOTAL TIME		MILES IN						
ARRIVE PLANT	1215	DELAY AT TERMINAL						
START LOAD								
FINISH LOAD								
DEPART PLANT	100							
TOTAL TIME IN PLANT	HRS. MIN.							

ORIGINAL

Trailer/Container Initial & Number N 111 11111	Date Out: 11/11/11	For Account Of:	Date In:	For Account Of:
Chassis/Bogie Initial & Number	Taken By: 11111	Tractor or License No.	Brought In By:	Tractor or License No.
Station CORN 111	Seals:	Rail Interchange To:	Seals:	Rail Interchange From:

Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date) 11/11/11 **TRAILER NUMBER** 24555

TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:			
		AT	
		(Carrier)	(Place)
CUSTOMER REQUEST	<input type="checkbox"/> AM <input type="checkbox"/> PM	DELIVER EMPTY TRAILER	<input type="checkbox"/> Shipper/Consignee & Address
	<input type="checkbox"/> AM <input type="checkbox"/> PM	PICK UP DROPPED TRAILER	<input type="checkbox"/> For Account Of
	<input type="checkbox"/> AM <input type="checkbox"/> PM	DELIVER LOADED TRAILER	
TIME	DATE	ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE	
1:00	11/11	TRAILER ARRIVED	
		TRAILER RELEASED TO CUSTOMS	
		TRAILER AVAILABLE	
Name of Representative Making Notification		Person Notified (Name)	
PICK-UP AT RAMP		Routing Or Instructions	
TRAILER RETURNED		Shipper	
		Origin Point	B/L Number
		Routing	Commodity
		Destination	
		Waybill Date	Waybill Number
		Weight	
<input type="checkbox"/> Check If Trailer Dropped		Freight Bill Date	Freight Bill Number
		Pieces	

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

LOAD OUTBOUND INSPECTION			LOAD INBOUND INSPECTION		

EXPLAIN DEFECTS:	EXPLAIN DEFECTS:

If no exception use check mark										If no exception use check mark									
FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR	FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR										
AMOUNT					AMOUNT					AMOUNT									
ITEM	Visible	Not Visible			ITEM	Visible	Not Visible			ITEM	Visible	Not Visible							
TARP			CHAINS		TARP			CHAINS		TARP			CHAINS						
BOWS			BINDERS		BOWS			BINDERS		BOWS			BINDERS						
POSITION	CONDITION		POSITION	CONDITION	POSITION	CONDITION		POSITION	CONDITION	POSITION	CONDITION		POSITION	CONDITION					
T	-ROF		LOF		T	-ROF		LOF		T	-ROF		LOF						
I	-RIF		LIF		I	-RIF		LIF		I	-RIF		LIF						
R	-ROR		LOR		R	-ROR		LOR		R	-ROR		LOR						
E	-RIR		LIR		E	-RIR		LIR		E	-RIR		LIR						

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.	
SANTA FE BY	USER RETURNING TRAILER BY
USER RECEIVING TRAILER BY	DULY AUTHORIZED AGENT OR USER BY
DULY AUTHORIZED AGENT OF USER BY	SANTA FE BY

COPY 6, DRIVER

## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

20257



CONSERVATION CHEMICAL COMPANY

SHIPPER'S NO.

OF ILLINOIS

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party, if any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD (CHECK POINT) 3403 W. 39TH STREET

NAME OF  
CARRIER CCCI

NOVEMBER 16, 1974

CONSIGNEE TO

(Mail or street address of consignee for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

260

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CCB	CLASS OR RATE	CHECK COLUMN	(Signature of consignee)
1	40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MISSOURI #SFTZ 207009				Received \$ he apply in prepayment of the charges on the property de- scribed herein. Agent or Cashier Per (The signature here sub- scribes only the amount prepaid.) Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

CCCI Shipper, Per K. MUSSER

SANTA FE Agent, Per *John A. F. F.*

DEPART TERMINAL	ARRIVE TERMINAL	TOTAL TIME	ARRIVE PLANT	START LOAD	FINISH LOAD	DEPART PLANT	TOTAL TIME IN PLANT	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DENURANCE GNS.
	8:30 AM	12:25 PM												
		2:15 PM						MILES OUT 241 431	MILES IN 241 409					

DRIVER'S SIGNATURE

REMARKS:

ORIGINAL

Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date)	Trailer Number	075070
<b>TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:</b> AT _____		
CUSTOMER REQUEST <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM	DELIVER EMPTY TRAILER <input type="checkbox"/> PICK UP DROPPED TRAILER <input type="checkbox"/> DELIVER LOADED TRAILER <input type="checkbox"/>	Shipper/Consignee & Address  For Account Of Routing Or Instructions  Shipper  Origin Point  Routing  Destination  Waybill Date  Freight Bill Date
TIME DATE 11 14 TRAILER ARRIVED TRAILER RELEASED TO CUSTOMS TRAILER AVAILABLE Person Notified (Name)	B/L Number  Commodity  Weight  Pieces	Name of Representative Making Notification  PICK-UP AT RAMP TRAILER RETURNED Cargo Receipt-Signature <input type="checkbox"/> Check If Trailer Dropped

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" = CUT, "H" = HOLE.

LOAD OUTBOUND INSPECTION				LOAD INBOUND INSPECTION			
EXPLAIN DEFECTS: If no exception use check mark				EXPLAIN DEFECTS: If no exception use check mark			
FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LOG. GEAR	FLAPS	MARKER LTS.	TAIL STOP
ITEM	AMOUNT Visible Not Visible	CHAINS	AMOUNT Visible Not Visible	ITEM	AMOUNT Visible Not Visible	CHAINS	AMOUNT Visible Not Visible
TARP		BINDERS		TARP		BINDERS	
BOWS		POSITION	CONDITION	BOWS		POSITION	CONDITION
POSITION	CONDITION	POSITION	CONDITION	POSITION	CONDITION	POSITION	CONDITION
TIRE S	-ROF	LOF		TIRE S	-ROF	LOF	
	-RIF	LIF			-RIF	LIF	
	-ROR	LOR			-ROR	LOR	
	-RIR	LIR			-RIR	LIR	

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

SANTA FE BY USER RECEIVING TRAILER BY DULY AUTHORIZED AGENT OF USER BY	USER RETURNING TRAILER BY DULY AUTHORIZED AGENT OF USER BY SANTA FE BY
--	--

COPY 6, DRIVER



## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

20305



# CONSERVATION CHEMICAL COMPANY

## OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout the contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his agents. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: CHICAGO, ILLINOIS FROM SANTA FE RAILROAD

NOVEMBER 22, 1974

NAME OF CARRIER

CCCI/RAILROAD

CONSIGNEE TO (Mail or street address of consignee-for purposes of notification only.)

CONSERVATION CHEMICAL COMPANY OF ILLINOIS

DESTINATION

STATE

COUNTY

GARY,

INDIANA

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

Run #

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CCR	CLASS OR RATE	CHECK COLUMN	(Signature of consignee.)
1	40 FOOT VAN FOR PIGGYBACK SERVICE TO KANSAS CITY, MO.  STFZ 203022				
					Received \$ _____ to apply in payment of the charges on the property described herein.
					Agent or Cashier
					Per _____ (The signature here authorized only the amount proposed.)
					Changes indicated \$ _____

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_

CCCI

Shipper, Per K. BUSSE

SANTA FE

Agent, Per *John A. Stettin*

DEPART TERMINAL	3:00 P.M.	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
ARRIVE TERMINAL	7:15 P.M.	MILES OUT 14483						
TOTAL TIME	4 HRS. 15 MIN.	MILES IN 14548						
ARRIVE PLANT		DELAY AT TERMINAL						
START LOAD								
FINISH LOAD								
DEPART PLANT								
TOTAL TIME IN PLANT	HRS. MIN.							

DRIVER'S SIGNATURE

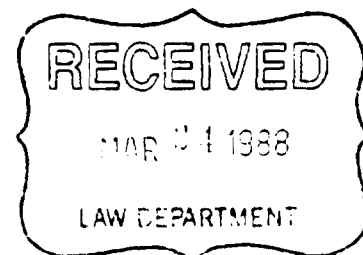
REMARKS:

ORIGINAL

Trailer/Container Initial & Number <i>SP-1 204022</i>		Date Out: <i>11-22</i>		For Account Of:		Date in: <i>12-3</i>		For Account Of:			
Chassis/Bogie Initial & Number <i>30</i>		Taken By: <i>Carroll</i>		Tractor or License No. <i>N1</i>		Brought In By: <i>Carroll</i>		Tractor or License No. <i>247</i>			
Station <i>CORRINTH</i>		Seals:		Rail Interchange To:		Seals:		Rail Interchange From:			
Trailer To Be Returned To Carrier From Whom Received Prior To 1200 Midnite (Date)						CONTROL NUMBER		<i>140826</i>			
TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:											
AT											
(Carrier)				(Place)							
CUSTOMER REQUEST		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER EMPTY TRAILER		Shipper/Consignee & Address					
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> PICK UP DROPPED TRAILER							
		<input type="checkbox"/> AM <input type="checkbox"/> PM		<input type="checkbox"/> DELIVER LOADED TRAILER							
TIME		DATE		← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE TRAILER ARRIVED TRAILER RELEASED TO CUSTOMS TRAILER AVAILABLE Person Notified (Name)		For Account Of <i>Carroll</i>					
<i>2110</i>		<i>11 21</i>				Routing Or Instructions					
						Shipper					
						Origin Point					
Name of Representative Making Notification						B/L Number					
PICK-UP AT RAMP						Commodity					
TRAILER RETURNED						Destination					
<input type="checkbox"/> Check If Trailer Dropped						Waybill Date		Waybill Number		Weight	
						Freight Bill Date		Freight Bill Number		Pieces	
ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C"=CUT, "H"=HOLE											
LOAD OUTBOUND INSPECTION					LOAD INBOUND INSPECTION						
XXXX EMPTY					EMPTY						
EXPLAIN DEFECTS: <i>20/10</i>					EXPLAIN DEFECTS: <i>20/10 - Dam is wet</i> <i>Can not use further</i>						
If no exception use check mark					If no exception use check mark						
FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LOG. GEAR	FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LOG. GEAR		
<i>2</i>					<i>2</i>						
AMOUNT		AMOUNT		AMOUNT		AMOUNT		AMOUNT			
ITEM	Visible	Not Visible	ITEM	Visible	Not Visible	ITEM	Visible	Not Visible	ITEM	Visible	Not Visible
TARP			CHAINS			TARP			CHAINS		
BOWS			BINDERS			BOWS			BINDERS		
POSITION	CONDITION		POSITION	CONDITION		POSITION	CONDITION		POSITION	CONDITION	
T I R E S	-ROF		LOF			T I R E S	-ROF		LOF		
	-RIF		LIF				-RIF		LIF		
	-ROR		LOR				-ROR		LOR		
	-RIR		LIR				-RIR		LIR		
THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.											
SANTA FE BY <i>U.P.</i>					USER RETURNING TRAILER BY <i>U.P.</i>						
USER RECEIVING TRAILER BY <i>Carroll</i>					DULY AUTHORIZED AGENT OR USER BY <i>Carroll</i>						
DULY AUTHORIZED AGENT OF USER BY <i>Carroll</i>					SANTA FE BY <i>Kelly #13</i>						

COPY 4, DRIVER

# Outgoing Transactions File



## STRAIGHT BILL OF LADING—SHORT FORM—Original—Not Negotiable

BILL OF LADING NO.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

19439

SHIPPER'S NO.

CARRIER'S NO.



# CONSERVATION CHEMICAL COMPANY

## OF ILLINOIS

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his agents. (Mail or street address of consignee - For purposes of notification only.)

AT: GARY, INDIANA FROM CONSERVATION CHEMICAL COMPANY OF ILLINOIS

JULY 29, 30 1974

NAME OF  
CARRIER CCCI

CONSIGNEE TO

(Mail or street address of consignee - For purposes of notification only.)

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse to the carrier, the carrier shall sign the following statement:  
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SANTA FE RAILROAD

3403 W. 39TH STREET

DESTINATION

STATE

COUNTY

CHICAGO,

ILLINOIS

ROUTE

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

DELIVERING CARRIER

CAR OR VEHICLE INITIALS &amp; NO.

CCCI

247 Van

(Signature of consignee)

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CCB	CLASS OR RATE	CHECK COLUMN	If charges are to be prepaid, write or stamp here. To be prepaid.
21	55 GALLON DRUMS FIBER(CYANIDE)	TRAILER #XTRZ	274533		Received \$ _____ To apply in prepayment of the charges on the property described herein.  Agent or Cashier  Per _____ (The signature here acknowledged only the amount prepaid.)  Charges advanced \$ _____
3	30 GALLON DRUMS CYANIDE				
2	50 GALLON DRUMS FIBER (CYANIDE)				
54	55 GALLON DRUMS CYANIDE				
MATE TO FOLLOW 7/31/74		ATSF RM			
CURRUSIVES "Do Not SHIP ALONE"					

Received \$ \_\_\_\_\_  
to apply in prepayment of the charges on the property described herein.

Agent or Cashier

Per \_\_\_\_\_  
(The signature here acknowledges only the amount prepaid.)  
Charges advanced \$ \_\_\_\_\_

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_

CCCI

Shipper, Per K. MUSSEN

SANTA FE

Agent, Per

DEPART TERMINAL	1200	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DENURAGE CHG.
ARRIVE TERMINAL	345	75080	27220	47860				
TOTAL TIME		MILES OUT 142754						
ARRIVE PLANT	130	MILES IN 142814						
START LOAD		DELAY AT TERMINAL						
FINISH LOAD								
DEPART PLANT	230							
TOTAL TIME IN PLANT	HRS. MIN.							

DRIVER'S SIGNATURE

REMARKS:

Driver - get platform weights  
on this load.

ORIGINAL

STAUFFER CHEMICAL COMPANY  
HAMMOND, INDIANA

BILL NUMBER \_\_\_\_\_ DATE 7-30-74

TRUCK NUMBER 247

CUSTOMER'S NAME Conservation Chemical Co

COMMODITY \_\_\_\_\_

Remarks:

lbs. Gross

Trailer 27433

EW T 19920

lbs. Tare

EW T 11000

lbs. Net

75080

Charles H. Kelley Jr.

0554-034-01-A (7/71)

WEIGHER

C.H.

Trailer/Container Initial & Number <i>7-31-71</i>		Date Out: <i>7-31-71</i>		For Account Of:		Date In: <i>7-31</i>		For Account Of:	
Chassis/Bogie Initial & Number		Taken By: <i>CONSERVATION</i>		Tractor or License No. <i>247</i>		Brought In By: <i>CONSERVATION</i>		Tractor or License No. <i>247</i>	
Station <i>01</i>		Seals:		Rail Interchange To:		Seals: <i>121451427</i> <i>61455420</i>		Rail Interchange From:	

Trailer To Be Returned To Carrier From Whom Received Prior To 12:00 Midnite (Date)

**TRAILER NOT TO BE INTERCHANGED TO ANOTHER CARRIER, EXCEPT AS FOLLOWS:**

AT

		(Carrier)				(Place)	
CUSTOMER REQUEST	<input type="checkbox"/> AM <input type="checkbox"/> PM			<input type="checkbox"/> DELIVER EMPTY TRAILER			
	<input type="checkbox"/> AM <input type="checkbox"/> PM			<input type="checkbox"/> PICK UP SHIPPED TRAILER			
	<input type="checkbox"/> AM <input type="checkbox"/> PM			<input type="checkbox"/> DELIVER LOADED TRAILER			
TIME	DATE	← ALL DATES & TIMES MUST BE FILLED IN WHEN APPLICABLE		Shipper/Consignee & Address			
		TRAILER ARRIVED		For Account Of			
		TRAILER RELEASED TO CUSTOMS		Routing Or Instructions			
		TRAILER AVAILABLE		Shipper			
		Person Notified (Name)		Origin Point		B/L Number	
Name of Representative Making Notification				Routing		Commodity	
				Destination			
<i>12 30 11</i>		PICK-UP AT RAMP		Waybill Date		Waybill Number	
<i>11 31 13</i>		TRAILER RETURNED		Weight			
<input type="checkbox"/> Check If Trailer Dropped		Cargo Receipt-Signature		Freight Bill Date		Freight Bill Number	
				Pieces			

ANY DAMAGE OR DEFICIENCY FOUND BY INSPECTION SHALL BE MARKED BY SYMBOLS "C" - CUT, "H" - HOLE

LOAD <u>          </u> OUTBOUND INSPECTION <u>          </u> EMPTY				LOAD <u>X X X</u> INBOUND INSPECTION <u>          </u> EMPTY			

EXPLAIN DEFECTS:

If no exception use check mark									
FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR	FLAPS	MARKER LTS.	TAIL STOP	AIR LEAKS	LDG. GEAR
AMOUNT		AMOUNT		AMOUNT		AMOUNT		AMOUNT	
ITEM	Visible	Not Visible	Visible	Not Visible	ITEM	Visible	Not Visible	Visible	Not Visible
TARP			CHAINS		TARP			CHAINS	
BOWS			BINDERS		BOWS			BINDERS	
POSITION	CONDITION		POSITION	CONDITION		POSITION	CONDITION		CONDITION
T I R E S	-ROF		LOF		T I R E S	-ROF		LOF	
	-RIF		LIF			-RIF		LIF	
	-ROR		LOR			-ROR		LOR	
	-RIR		LIR			-RIR		LIR	

THE CONSIGNOR OR CONSIGNEE (HEREINAFTER CALLED "USER") USING SAID TRAILER AND THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY (HEREINAFTER CALLED "SANTA FE") AGREE THAT THE FOREGOING TRAILER RECEIPT AND INSPECTION RECORD IS CORRECT AND THAT THE USE OF THE TRAILER SHALL BE SUBJECT TO ALL APPLICABLE TARIFFS AND TO THE CONTRACT TERMS AND CONDITIONS SET FORTH ON THE REVERSE SIDE HEREOF.

SANTA FE BY <i>[Signature]</i>	USER RETURNING TRAILER BY <i>[Signature]</i>
USER RECEIVING TRAILER BY <i>[Signature]</i>	DULY AUTHORIZED AGENT OR USER BY <i>[Signature]</i>
DULY AUTHORIZED AGENT OF USER BY <i>[Signature]</i>	SANTA FE BY <i>[Signature]</i>

COPY 4, DRIVER

50  
26  
24

274533

Sante Fe #XTRZ

55 gal. paper

30 gal drums

50 gal paper

55 gal drums

total containers

81

3

2

54

80

NON-TRANSACTIONAL



## BILL OF LADING NO.

19530



# CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

the property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation a possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a road-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: GARY, INDIANA

FROM CONSERVATION CHEMICAL COMPANY OF ILLINOIS

650U INDUSTRIA

**AUGUST 12, 1974**

NAME OF CARRIER CCCI

**CONSIGNED TO**

(Mail or street address of consignee—for purposes of notification only.)

Subject to Section 7 of conditions of applicable bill of lading, if the shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

**SANTA FE RAILROAD**

## CHECK POINT

3403 W. 39TH STREET

**DESTINATION**

STATE

COUNTY

**CHICAGO.**

**ILLINOIS**

**ROUTE**

(To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

P.O. NO.

**DELIVERING CARRIER**

**CAR OR VEHICLE INITIALS & NO.**

CCCI

247

(Signature of consignee.)

NO. PACKAGES	DESCRIPTION	WEIGHT LBS TO COB	CLASS OR RATE	CHECK COLUMN	If charges are to be prepaid, write "Prepaid" in stamp here. To be prepaid.  Received \$ _____ We apply in prepayment of the charges on the property described herein.  Agent or Cashier _____  Per _____ (The signature here authorizes only the amount prepaid.)  Charges advanced \$ _____
1	40 FOOT BOX VAN FOR PIGGY BACK SERVICE TO KANSAS CITY  <i>SFT2 200 454</i>				

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

CCC I

Shipper, Per K MUSSEY

**SANTA FE**      **Agent, Per**

**Agent, Per**

DEPART TERMINAL	<i>P30</i>	GROSS WEIGHT	TARE WEIGHT	NET WEIGHT	HOSE	PUMP	WEIGH	DEMURRAGE CHG.
ARRIVE TERMINAL	<i>515</i>	MILES OUT	<i>145-281</i>	DRIVER'S SIGNATURE <i>H. J. Smith</i> REMARKS:				
TOTAL TIME		MILES IN	<i>145 42.9</i>					
ARRIVE PLANT		DELAY AT TERMINAL						
START LOAD								
FINISH LOAD								
DEPART PLANT								
TOTAL TIME IN PLANT	HRS.	MIN.						

**ORIGINAL**

THIS SHIPPING ORDER must be legibly filled in, in ink, indelible pencil, or in  
Carbon, and retained by the Agent.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

BILL OF LADING NO.

19530



CONSERVATION CHEMICAL COMPANY

OF ILLINOIS

SHIPPER'S NO.

The property described below, in apparent good order, except as noted (contents and condition of packages unknown), marked, consigned, and delivered as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each corner of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns. (Mail or street address of consignee - For purposes of notification only.)

CARRIER'S NO.

AT: **GARY, INDIANA** FROM **CONSERVATION CHEMICAL COMPANY OF ILLINOIS 6500 INDUSTRIAL**

**AUGUST 12, 1974**

NAME OF  
CARRIER **CCCI**

CONSIGNEE TO **SANTA FE RAILROAD** (Mail or street address of consignee - For purposes of notification only.)

CHECK POINT **3403 W. 39TH STREET**

DESTINATION **CHICAGO, ILLINOIS** STATE **ILLINOIS** COUNTY

ROUTE (To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

DELIVERING CARRIER **CCCI** CAR OR VEHICLE INITIALS & NO. **247**

NO. PACKAGES	DESCRIPTION	WEIGHT SUB TO CAR	CLASS OR RATE	CHECK COLUMN
1	40 FOOT BOX CAR FOR PIGGY BACK SERVICE TO KANSAS CITY  SFT2 200 454			

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse to the carrier, the carrier shall sign the following statement:  
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignee.)  
If charges are to be prepaid, write or stamp here, "To be prepaid."

Received \$  
to apply in prepayment of the charges on the property described herein.

Agent or Carrier

For (The signature here authorized only the amount prepaid.)  
Charges advanced \$

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

AGENT MUST DETACH AND RETAIN THIS SHIPPING ORDER AND MUST SIGN THE ORIGINAL BILL OF LADING

CCCI Shipper, Per <b>K. BUSSEN</b>		SANTA FE Agent, Per	
DEPART TERMINAL	<b>P30</b>	GROSS WEIGHT	TARE WEIGHT
ARRIVE TERMINAL	<b>515</b>	NET WEIGHT	MOSE
TOTAL TIME		PUMP	WEIGH
ARRIVE PLANT		DEBURRAGE ONE	
START LOAD			
FINISH LOAD			
DEPART PLANT			
TOTAL TIME IN PLANT	HRS. MIN.		

DRIVER'S SIGNATURE **H. J. J. J.**  
REMARKS:

CUSTOMER COPY